



Transportation-related issues aired during special legislative forum

Transportation issues at the federal, state and local level were aired during a special legislative forum in the House of Representatives on March 11.

Rep. Jane Cease, D-Portland, arranged the event as an outgrowth of her concerns about proper funding for highways and public transit in Oregon. She chairs the House Transportation Committee.

A half hour was set aside in the regular House calendar that morning to enable legislators to focus on transportation-related problems. The galleries were full, and there was heavy coverage by the news media.

Gov. Vic Atiyeh was the first of three speakers. The governor said the effect of President Reagan's

budget cuts in transportation is to return decision-making to the state and local levels.

But, the governor cautioned, if we want to make decisions, we "had better be ready to pay the bill."

"Some of you may see this as a bleak prospect," Atiyeh said. "Others may welcome this opportunity to re-establish our priorities here in Oregon, and to decide for ourselves the future of our transportation system."

Price jolts

Transportation Commission Vice Chairman Tom Walsh told the assembly that because of "repeated price jolts by OPEC," and the resultant double-digit inflation, the department finds itself less and less able to "get the job done" anymore.

Walsh said revenue is falling off because of high gas prices and fuel-efficient engines. He said the \$10 registration fee and the 7-cents-per-gallon gas tax are hopelessly out of date and inadequate.

"The registration fee has not changed in 32 years, and the gas tax has not increased since 1967--14 years," he said. "Think what your household budget would be like today if you had not received a salary increase in all that time."

While our costs are rising at a faster rate than the normal cost of living, Walsh said, our highways continue to deteriorate.

"I can tell you this morning that our highway system is being held together only through the professional pride and conscientious dedication of our highway employees," he said.

Rick Gustafson, Metro executive officer, said transportation projects around the state "are being jeopardized by inflation and economic recession," and "delays in transportation funding represent a serious problem for Oregon."

"With so much at stake, we cannot continue to rely solely on the federal government for answers," Gustafson said.

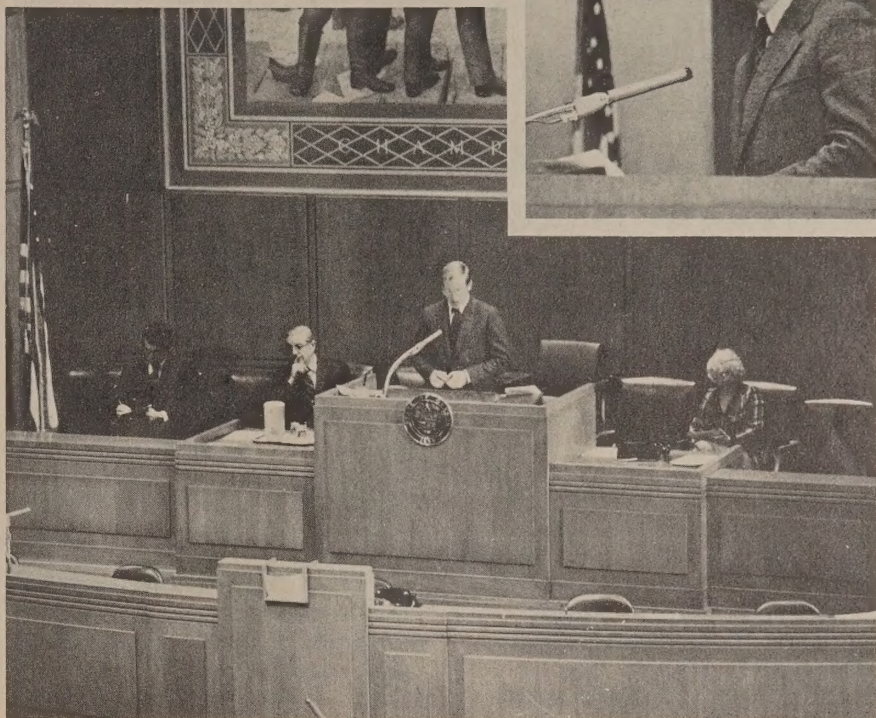
Legislative study shows

Heavy vehicles not pulling financial weight

Heavy vehicles should be paying more than they are at present for use of the state highway system, according to a new cost responsibility study compiled by ODOT.

The study, which was requested by the 1979 Legislature, concludes that trucks should be paying 44.5 percent of the costs to maintain and improve the highway system, and that autos and other light vehicles should pay 55.5 percent.

Since the first study was com-



Transportation Commission Vice-Chairman Tom Walsh was one of three featured speakers during House Transportation Day in mid-March. Walsh warned that ODOT's fiscal problems are "gaining in size and momentum."

Alternative routes proposed for Hood River highway

A final decision has not yet been made on the location for rebuilding approximately six miles of the Mt. Hood Highway (ORE35), destroyed by flooding last Christmas Day.

Under consideration are three proposed routes, and it is possible that a combination of two of these could be selected.

Crews in the area have made soil and hydraulic studies, and survey teams have put stakes out to establish the washed-out highway's centerline.

Routes under consideration are rebuilding on the present alignment, with an elevated roadbed in critical areas to raise it above flood waters; the "half hillside" route, on a shelf of land west of the river; and the Cooper Spur-Griswell

Creek route.

Receiving careful attention recently has been a combination of the present alignment and the "half hillside" route, which would place the reconstructed highway above the flood-prone rivers in most areas.

A selection of the Cooper Spur-Griswell Creek route would mean a long delay involving preparation of environmental impact statements, public hearings, and purchase of right-of-way.

The project was expected to get underway in June, with a May bid letting scheduled, but it now appears it will be later this summer before work can start.

Years 5 Ago

This month is VIA's five-year anniversary. April 1976 was the debut of the first issue of ODOT's monthly newspaper.

VIA was dedicated to all employees of ODOT, to inform them of ODOT's activities throughout the state and in all its divisions.

Just in case anyone has forgotten where the name VIA comes from--it is a Latin word meaning "road" or "highway." One of its secondary meanings is a "channel of communication."

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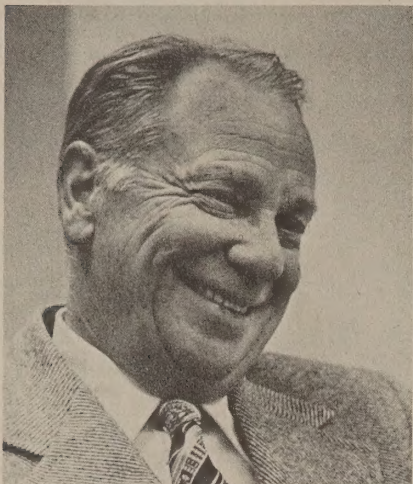
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Computer helps design highways page 5

Director's Corner

FRED KLABOE



The Banfield Transitway project in the Portland metropolitan area appears to me to be one of a few rail projects that will survive President Reagan's cuts. I think that it will survive for several reasons:

- It is a light rail, or street car, line built on the ground rather than the subway-type, heavy rail lines proposed by many other cities. It is, therefore, relatively inexpensive when compared with other proposals--about \$10 million a mile compared to the hundreds of millions of dollars a mile subway systems cost.

- It is a multi-modal proposal that includes the expansion of the Banfield Freeway--a badly-needed highway improvement.

- Funding has already been approved--in writing--by the federal government.

- It is vital to the area and the state for economic development.

• And, perhaps most important of all, it has the solid, unified backing of all our political leaders, including Governor Atiyeh, Mayor Ivancie of Portland, and all our federal senators and representatives. They have all discussed the matter personally with the Reagan Administration, and indications now are that their discussions will pay off with final approval of the project in the next few weeks.

Other information coming out of Washington concerning transportation is not quite so good. The Administration proposes phasing out the funding for the Urban and Secondary road categories so that more money will be freed up for Interstate, Primary and Bridge Replacement programs.

Even so, just to keep the remaining programs going at even minimum levels, more funds must be collected in the trust funds. Although the President is right now against an increase in the federal gas tax, one is, I think, inevitable.

April 20-24 is National Secretary's Week. I wish to convey to all our secretaries my personal thanks and appreciation for their conscientious and effective work. We depend upon our secretaries, and they are doing a fine job of providing essential support. We couldn't function efficiently without them.

Fred Klaboe

Outlook pessimistic for legislative and voter approval of two revenue measures

By George Bell

Will the 1981 Legislature approve ODOT's two revenue measures--the "variable" gas tax and the \$20 annual auto registration?

If it does, will they be referred to a statewide vote?

And if they are, will the voters approve them?

Only fools and computers make flat, declarative statements about the future. But everyone is entitled to an educated guess. That's what keeps bookies and parimutuel operations in business.

A conservative bettor, at this point, would probably answer the questions: no, yes, and no.

No silver lining in sight

Why so pessimistic? Because, as hard as everyone is looking, there's not a single "silver lining" in sight.

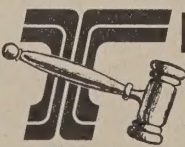
The problem is that without consensus, a bill seldom has much chance of passage in the legislature.

And when the variable gas tax bill (HB 2034) had its first public hearing in mid-March before the House Transportation Committee, there appeared to be very little, or only half-hearted, support for it from the groups and associations who keep a close watch on such matters.

The Highway Users Association, for example, testified against the variable gas tax. Bob Knepper,

spokesman for the Oregon Automobile Association, said a poll of his members showed 93 percent were opposed to the bill.

That's powerful opposition from two groups that would have to be in total support of such a bill for it to have a chance of passage, either in the legislature or later at the ballot box.



Legislative Update

Worse yet, the Association of Oregon Counties and the League of Oregon Cities--two groups whose support for passage is also mandatory--said they were in favor of the bill, but that if it did not pass, they intended to pursue a "local option" alternative.

In translation, "local option" means those two associations would work for legislative authority to impose city- or county-level gas taxes.

Two of Oregon's most populous home rule counties, Washington and Multnomah, already have county gas taxes, and Multnomah county commissioners are talking about putting an additional 2 cents-per-gallon measure on an early ballot.

Most observers agree that if the cities and counties continue to



Anna Browne Muzzall

Revenue down \$11 million

Gross Highway fund revenue for the past 18 months--July 1979 through December 1980--was behind the budget forecast \$11.2 million, or 3 percent.

Gas tax revenues are down \$15.5 million, or 10.1 percent.

Park user fees for the 18-month period were down \$831,000, or 14.1 percent.

Net revenue available to the Highway Division was behind the budget forecast by \$3.3 million, or 1.6 percent.

Revenue available to Parks Division was behind forecast by \$758,000, or 3.3 percent. But the Aeronautics Division's net revenue was ahead of budget forecast by \$69,000, or 5.2 percent, due to funds generated through aircraft fuel tax.

enact local-level gas taxes, the chances for eventual passage of a statewide gas tax increase are between zero and none.

Where, then, does that leave us? If those groups won't support the variable gas tax, what will they support?

Most witnesses told the House Transportation Committee they would favor a straight, cents-per-gallon gas tax increase. Maybe 2 or 3 cents.

Would the legislature pass such a bill? Perhaps, but not without referring it to a statewide vote.

What would the voters do? They've told us, by successively larger margins, three times in the last five years that they don't want a gas tax increase.

Catch 22

If that sounds like a catch-22, that's exactly what it is.

What do we do, then, those of us who are custodians of Oregon's transportation system? Keep trying.

Near the end of the House Transportation Committee meeting, Rep. Glen Whallon, D-Milwaukie, sensing the impasse, spoke up.

"It's going to get a lot worse before it gets better," he said.

What he meant was that only really bad roads will convince the voters to increase revenue to the Highway Fund.

He's probably right.

New VIA editor named

Anna Browne Muzzall, 23, has been named editor of VIA, ODOT's monthly employee newspaper.

Muzzall attended school in Michigan, where she graduated from Michigan State University in 1980 with a B.A. in journalism.

While in college, Muzzall was a contributing writer to *Photo Marketing* magazine, a reporter and wire editor for the *Michigan State News*, a reporter for the University's yearbook, and a summer feature writer for the *Muskegon Chronicle*.

Muzzall is a national member of Women in Communication, Inc. She recently moved to Salem with her husband, Bill, who attends Willamette University's College of Law.

Spending by tourists up

Spending by out-of-state travelers in Oregon increased again in 1980, despite a decrease in the number of visitors, according to estimates by ODOT's Financial Planning and Economics Unit.

In a report for the Travel Information Section, ODOT economists estimate that 13 million visitors spent \$1.14 billion in Oregon last year, an increase of 5.3 percent over 1979 expenditures. The number of visitors was down by 3.6 percent from 1979 estimates.

Expenditures by out-of-state visitors in 1979 increased 10 percent over 1978 figures, while the corresponding visitor number dropped by 6.5 percent.

For the first time in the history of the revenue report, the number of air travelers declined from the previous year's estimate. About 1.2 million visitors arrived by air in 1980, according to Port of Portland reports, a 16 percent decrease from 1979.

Automobile travelers accounted for 11.8 million of Oregon's 1980 visitors, a two percent drop-off.



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Fencing installed to hold loose rocks against hillside

Motorists traveling North Santiam Highway (ORE22) by the Detroit Dam should feel a little safer rounding a curve called Windy Point.

The Highway Division is concluding a project there to remove loose rocks from the hillside along the highway.

Art Gottfried, resident engineer in Salem, said Windy Point, located about five miles southwest of Detroit, was "the worst place for falling rocks that we have right now."

The project, under contract to Don Haisch Construction, Inc., of Portland, began with three men scaling the hillside on ropes, loosening rocks and brush which

tumble down to the road.

After the loose rocks are removed, a heavy-duty chain-link fencing screen is rolled down to cover the hillside.

Gottfried said 38,000 square feet of fencing is needed to cover the rocks at Windy Point. The fencing is held in place by five-foot concrete anchors buried in the hillside.

He said the fencing ends about three feet from the shoulder of the road. Any loose rocks will be caught under the fence and fall to the bottom without threatening motorists.

The six-week project began March 2, with 30-minute traffic delays between 8 a.m. and 4:30 p.m.



Three members of Don Haisch Construction, Inc. of Portland, scale the hillside along the North Santiam Highway (ORE22) to remove loose rocks. Chain-link fencing will be laid to cover the hillside to protect motorists from falling rocks.

Management forum held for all region supervisors

A personnel management forum, held this year for all region supervisors, has proven so successful that encore presentations are being requested.

Bob Whipps, Personnel Services Branch manager, said the forums were to make information and resources available to assist supervisors in solving personnel management problems.

Whipps said the main focus of the forum was in areas of greatest concern to field supervisors.

"We here in Salem, in many cases, become the sources of stress," he said, "and we wanted to know what we can do to alleviate that stress. We have the resources to help, we just need to know the problems."

Carl Hobson, manager of the Personnel Operations Section, gave his presentation on progressive discipline, which ranges from a simple reprimand to more severe forms of action.

Whipps said Hobson's discussion was so popular, he had been invited back to several of the regions.

Jerry Croft, manager of the Labor Relations Section who talked about contract administration and interpretation, was also asked to make his presentation again at the resident engineers meeting.

Whipps said there is always a difficult linkage between management personnel and employees, and anything to improve communication helps improve the organization.

"This needs a lot of continuing assistance and reinforcement," he said. "It's just the tip of the iceberg for providing on-going assistance."

Gives boost to ODOT's statewide project

Ridesharing legislation earns favor in Washington

By Doug Roberts
Energy Information Officer

While energy conservation does not rank very high in importance with the Reagan administration, ridesharing is one conservation measure earning favorable nods in Washington these days.

Minnesota Senator David Durenberger introduced the Commuter Transportation Energy Efficiency Act of 1981 (SB 239), described by ridesharing professionals as the most significant piece of ridesharing-related legislation ever introduced.

The bill provides:

(1) tax credits to individuals for the purchase and use of a van for ridesharing;

(2) excludes from taxable income receipt of bus, carpool, or vanpool subsidy;

(3) increases the current business tax credit for vanpools from 10 to 20 percent, and extends the investment tax credit to third-party ridesharing firms;

(4) provides business tax credits for administrative costs for employer rideshare programs; and

(5) restores the gasoline tax deduction on federal income taxes for fuel used in ridesharing vehicles.

The bill has been assigned to the Senate Finance Committee, and is

The Aeronautics Division is shopping around for a new single-engine aircraft.

The division has approval in its 1981-83 budget to purchase a single-engine, four-passenger aircraft.

"We must go through the bid process," said Roger Ritchey, deputy administrator of the division. "We are thinking about a Cessna 182, or a low-wing Piper but, depending on bids, may end up with something else."

The division's current plane, a

1969 twin-engine Cessna 401, can carry a pilot, co-pilot, and five passengers. It is used for the division's air transportation and, on request, for that of other state agencies. Because of insurance restrictions, however, only two of the division's pilots qualify to fly the plane.

Administering the 37 state-owned airports requires travel to all parts of Oregon, Ritchey said. "With a smaller plane, it's possible to land and inspect even the smallest of our state airports."

I-205 project behind schedule

A freeze on federal highway funds has forced the I-205 project to slip behind schedule.

Federal money pays for 92 percent of the project. The original completion date was late 1982.

State Highway Engineer Scott Coulter said some contracts which will lead to the opening of the freeway are scheduled for bidding this month.

A \$21.6 million paving contract is scheduled to be let within a year for the paving of the Columbia River Bridge-S.E. Powell Boulevard Section.

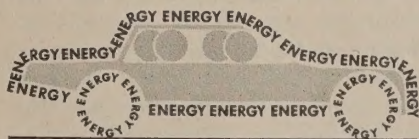
Only two of the three lanes in each direction will be paved at this time, although all of the six-mile stretch will be prepared for paving.

Also, several planned off-ramps and interchanges will not be constructed yet because of the severe shortage of funds.

Coulter said if all goes well, the entire length of the 36-mile freeway, extending from its junction with I-5 near Tualatin, to its rejoining of I-5 north of Vancouver, will be opened to traffic in late 1983.

co-sponsored by Oregon senators Mark Hatfield and Robert Packwood. The bill's first hearing before the Subcommittee on Taxation, chaired by Sen. Packwood, was Feb. 23, and testimony was very favorable.

The passage of SB 239, coupled with supportive legislation being considered by the Oregon Legislature, will give a strong boost to the Oregon Department of Transportation's statewide ridesharing project, to get underway this spring or summer.



While ODOT has been involved in promoting ridesharing since 1973, when the Highway Division initiated the Portland-area project, the department is now making a financial and personnel commitment to a statewide project.

A two-year budget of nearly \$300,000 is planned, with two full-time and two part-time persons undertaking the program.

Thus far, the statewide project has established a bi-monthly newsletter, "Oregon Alternatives," which is sent to 1,500 employers

and local governments; has a coordinating committee that advises on ridesharing policies; held meetings with employers in Albany, Corvallis, Coos Bay, Redmond, Bend, Ashland, and Medford; provided technical assistance to the Rogue Valley Rideshare Project that will begin this spring; and assisted in the preparation of legislation promoting ridesharing.

When the project receives its full funding this spring or summer, many additional promotional activities will be added to those above, including printed materials, public service announcements, and training sessions for employers.

DRIVE SMARTER TIP

Think Defense, Defense

Safe driving habits are also fuel-efficient ones. When driving in traffic think "defense" by anticipating traffic 10 to 12 seconds ahead, and maintaining a two- to three-second buffer space around your vehicle so you will have time to react.

When you tailgate, or are not aware of what is happening in traffic around you, you are no longer in control of the situation and are instead responding to other drivers' mistakes. Driving defensively will save fuel because it will reduce unnecessary braking and accelerating.

It may be small in size, but...

Library large on information

The following is part of a series describing the different sections and functions of ODOT.

The Transportation Department's library may seem small to a visitor, but the information capacity it carries is enormous.

ODOT's technical library in Salem was among the first of its kind in the United States. Started by State Highway Engineer R. H. Baldock in 1937, it has grown from 220 publications to 8,600, excluding periodicals.

Faith Steffen, department librarian, has guarded and maintained the system since 1954. Prior to that, the library was kept under the General Files Section. Steffen said the library was organized to make

printed material available for use in study, research and jobs.

"Any ODOT employee in the state may use the library's services," she said, "as long as the requests are job related."

Although it started as predominantly a highway library, Steffen said it expanded about 1970 to provide material on "every subject touched on within ODOT."

The library contains carefully-catalogued volumes of books, pamphlets, documents, technical reports, and periodicals.

Its technical data includes material on subjects such as plastics in engineering, mechanical vibrations, physical and chemical examination of paints and colors, laws on right of way, highway commission

reports, annual reports, and landscaping.

There are also materials on self-improvement and advancement for secretaries and clerical personnel.

Some requested information, not on ODOT's library shelves, is still at Steffen's fingertips.

She said the library has close connections with Oregon State Library, which enables her to locate material in any library in the Northwest.

"We have access to on-line computer searching of material through the State Library and the Transportation Research Board in Washington, D.C.," she said. "We do quite a bit of inter-library loans, which means we have available the collections of other libraries."

Steffen said with the library's multitude of services and requests, "one person alone cannot handle everything." She is aided by a part-time clerical assistant, Joyce Goeller.

Steffen selects books carefully

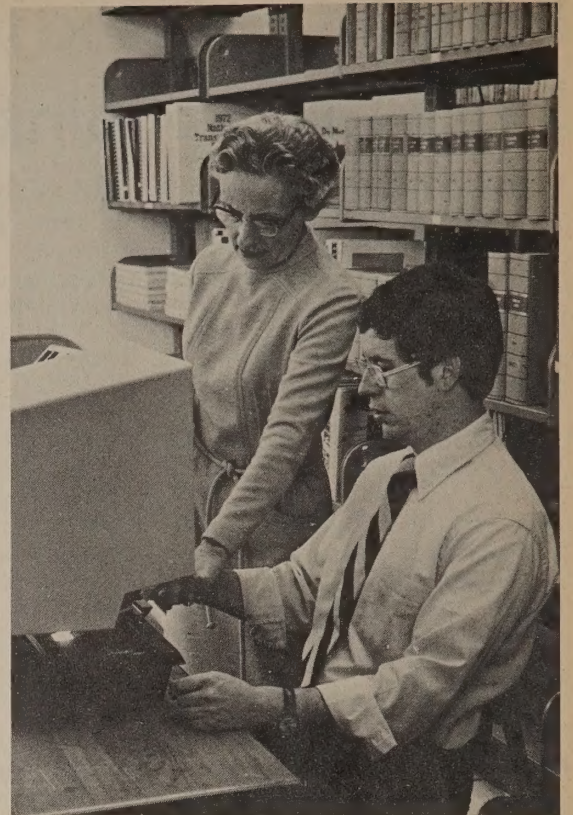
Steffen manages the library's small book budget, and makes her selections of books carefully.

"If someone asks for a specific book, I buy it if I can justify its need," Steffen said. "It must be able to be widely used by the department."

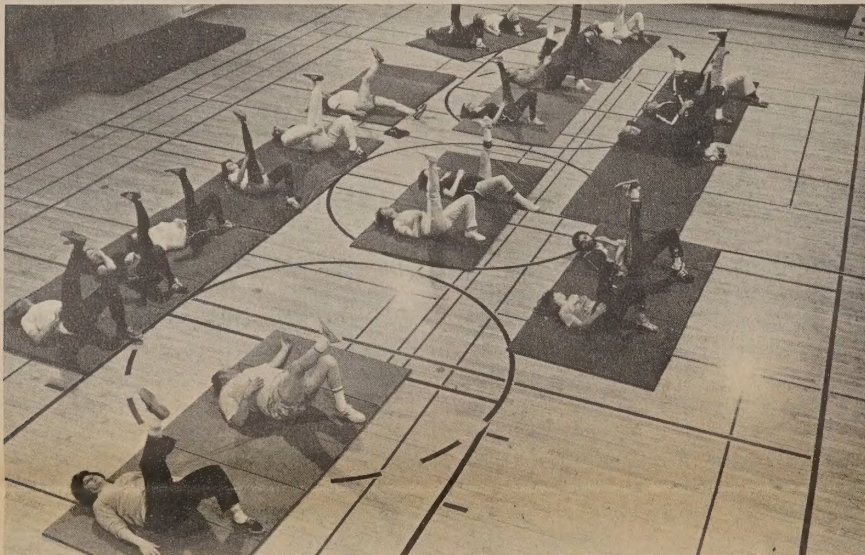
The library also has a vertical file which contains subject material of immediate, temporary interest.

Steffen said books are loaned out for four weeks and periodicals for three days. The library also has an automatic routing system for anyone who wants to receive a certain magazine on a regular basis.

The library is open during regular working hours, and requests may be submitted by phone, mail or in person.



Faith Steffen, ODOT's librarian, shows Fred Miller, assistant director, some of the library's facilities.



Members of the cardiovascular fitness class do stretching exercises during their warm-up period before walking and jogging on the track at the YMCA in Salem.

Wellness program starts, employees enjoy classes

About 81 Salem employees signed up for the department-sponsored "wellness program" classes which started last month, according to Ray Stose, employee safety section manager.

The "wellness program" is a pilot program of four health classes conducted at the local YMCA. They include physical fitness, stress management, weight management, and smoking cessation.

"We're getting a lot of calls from other areas wondering how the program is going," Stose said. "They want to know when others in the field can do it."

He said after the classes are over, their success will be evaluated and the results sent to Fred Klaboe, director of ODOT, who will decide if the program should continue.

So far, Stose said he has heard mostly good comments about the program from participants, and there have been very few drop-outs.

The physical fitness, or cardiovascular exercise class meets Monday and Wednesday evenings from 7:30 to 9, through April 15.

Ronda Lewis, a clerical assistant in the class, said she feels 100 percent better since enrolling.

"It's terrific," she said. "I'm really glad I took the course. I wish

they had a follow-up one, I feel like I want to keep going."

The weight management, or slim living, course has two classes which meet Mondays during the lunch hour and Monday evenings from 7 to 8:30, through May 4.

Roy Duncan, a budget specialist in the noon class, said he enjoys the class and supports "the whole concept" of the department-sponsored courses.

Employer cares about employees

"I think it's important that an employer cares about employees, if the employer wants them to care about their jobs," he said. "It's not just good for health but good for morale."

The stress management class meets at noon on Tuesday and from 7 to 8 p.m. Wednesday through April 22.

Doris Nelson, an administrative assistant in the noon class, said she likes it and thinks it's "great the management of the department is interested enough in us to offer the classes."

Stose said the stop-smoking class, sponsored by the Seventh-Day Adventists, will start April 12. It is a five-day, two hours per day program with a high success rate.

He said the course was still open for enrollment.

Train ridership reaches high

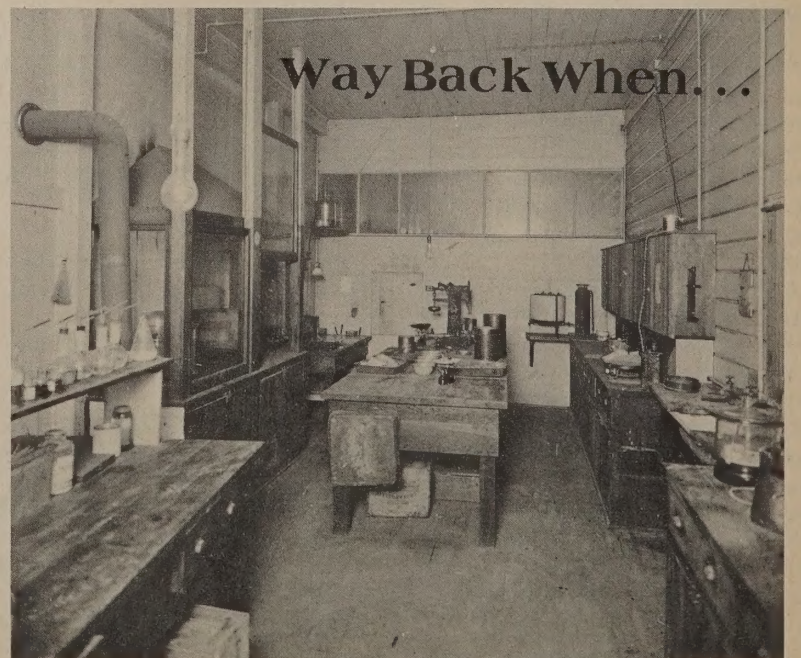
Ridership on the Willamette Valley trains reached an all-time high last month.

On Saturday, March 21, 622 passengers boarded trains traveling between Eugene and Portland. Friday the 20th, the count was 294, and on Sunday the 22nd it was 310, for a three-day total of 1,226.

The highest daily single-train count was also recorded on Saturday the 21st when 218 passengers boarded the morning southbound train from Portland.

Ed Immel, manager of the Willamette Valley rail project, attributed increased ridership to the round-trip discount coupons now in effect. Coupon holders may purchase round-trip tickets for trips between Eugene and Portland for the price of a one-way fare plus one dollar.

Immel said there is a strong possibility that the use of the discount coupons may be extended from April 25 to June 30.



This 1920 photo shows the first cement laboratory for the Highway Division. It was located in the basement of the original Materials Testing Laboratory Building at 1260 State Street in Salem. For a view of the current testing lab facilities see story on page 5.

Testing Lab polices construction materials

The Materials Testing Laboratory, as defined by the Engineer of Materials, John Jenkins, is "kind of a police-action operation," where faulty materials are arrested before they can be used in construction projects.

Jenkins said the lab determines whether or not construction materials meet definite specifications.

Samples from highway construction jobs throughout the state are sent to the two-story lab in Salem for a variety of tests which determine their strength and grade.

"Just about anything that goes into highway, bridge or park construction that has specifications to meet, we do the testing on," Jenkins said.

If the samples do not meet the specifications, the lab sends a report saying so to the resident engineer supervising the job, who must decide how to handle the problem.

Jenkins said engineers at the lab work with the resident engineers, sometimes finding a way to modify the pavement mixture to get sufficient service out of it.

Job sharing successful but not popular in ODOT

Job sharing within ODOT has not been very successful since it was first introduced three years ago, according to Carl Hobson, manager of the Personnel Section.

"It never really got going," Hobson said. "There were problems with continuity, about what was going on in the office from day to day."

"And I think perhaps tradition was a problem. This department has always filled positions on a full-time basis, and sometimes it's hard to convince supervisors there's another way of doing it."

Hobson said interest has dwindled since the Executive Personnel Division introduced job sharing policies and procedures. ODOT currently has 12 positions which are filled with two part-time people each.

"Only a very small percentage of our employees are involved in it," he said.

Job sharing does work

Employees involved in job sharing, however, seem pleased with their situation.

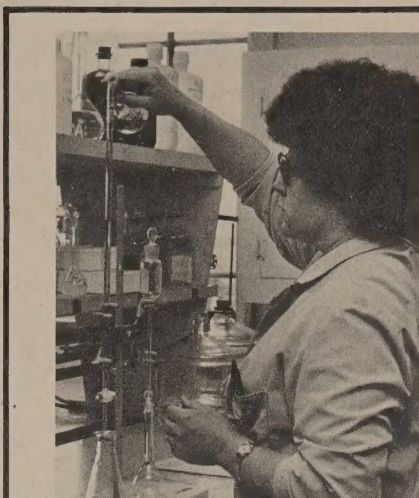
Lynett Reason and Vicki Witman share a secretary position in the Railroad and Utilities Unit.

"It's really great," Reason said. "We haven't had any problems--it's amazing you can run an office like this."

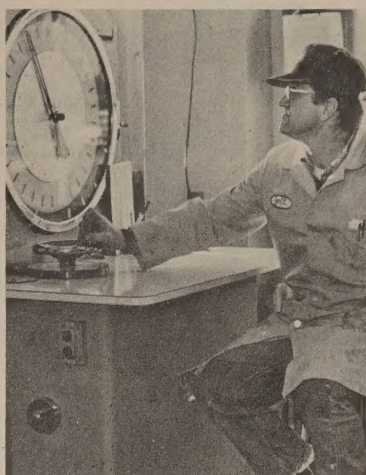
Witman said one of the reasons for the success of their job sharing is the nature of the position.

"This job is a lot of day-to-day correspondence," she said. "There is very little carry-over. And when one person is sick, the other one can fill in so the office isn't without a secretary."

Hobson said there were few problems in changing from a full-time to a job sharing position. It usually happens when a well-trained employee wants to work part-time and requests to share the job.



Mary Ellen "Mel" Galvin, of the chemistry lab, uses a buret to test for the alkalinity, or amount of minerals, in a drinking water sample from state parks.



Jarit Pitochelli, of the bituminous section, puts up to 300,000 pounds of pressure on a concrete log sample in the concrete strength testing machine.

cient service out of it.

Samples from construction projects, in the form of foot-long concrete logs, pieces of asphalt, bags of soil and rocks, rubber expansion

joints, guardrails, sign bolts, and even the drinking water from parks are checked into the lab through its receiving room and assigned a lab number.

The number directs the sample to one of many specialized testing groups.

Paints, plastics and water samples are sent to the chemistry laboratory where machines, such as the atomic absorption spectrophotometer, test their chemical makeup.

Next to some of its most modern equipment is the lab's most antiquated--beside the infrared spectrophotometer in the chemistry lab is a "World War II salt-dunking machine, which lowers chemical samples into a salt solution."

"You won't find another one like this anywhere," Jenkins said. "It even sounds like it went through the war."

Some of the lab's equipment may be antique-looking, but its functions are still accurate. Jenkins said two national reference laboratories check all the equip-

ment regularly to make sure it is still good and being properly used.

Equipment in the Concrete and Steel Physical Testing group, where samples of steel are routed, performs non-destructive tests to see how hard, and in turn how strong, the steel is.

Non-destructive testing is done with a diamond penetrating needle which marks, but does not destroy, the material.

This section also annually tests area high school balsa-wood bridge models for a competition sponsored by Professional Engineers of Oregon. The bridges, built to a specific length, height, and weight, are tested to see which one can withstand the most pressure.

Cement log samples are sent to the Bituminous group, which cures the logs in a moist room for about 28 days. The logs are then brought out and pressure tested under a load of up to 300,000 pounds.

Samples of asphalt are tested by the Asphalt section. The aging process is simulated in an oven using heat and oxidation, then the aged asphalt is compared to fresh samples to test how well it retained its original properties.

Asphalt frequently below grade

Jenkins said the lab finds asphalt samples that are not up to grade about once a month.

"We don't always find problems," Jenkins said, "but frequently we do. It all depends on where the asphalt comes from."

Fewer problems are found in the Soils group, which tests samples of aggregate, or rock, used in cement mixes.

Jenkins said this group also tested volcanic ash from Mount St. Helens to find out its properties, and to see if it could be mixed with cement and used in construction.

"We found out it wasn't very good to mix with anything," Jenkins said.



Lynett Reason, left, and Vicki Witman share a secretary position in the Railroad and Utilities Unit. Though job-sharing has not been widely accepted, these two women are very happy with the situation.

Kathleen Carter and Roberta Young, both comprehensive planning coordinators, work under his supervision on projects involving the Land Conservation and Development Commission (LCDC).

"They are working much more effectively than one person," he said. "The job is perfect to share because they work individually."

Hobson said with budget restrictions continuing, ODOT may find a solution to cutbacks in job sharing--with a twist. He suggested the near future may find one person working two jobs on a part-time basis.

Computer to help coordinate highway construction projects

A computer system designed to coordinate everything required to build some of the nation's largest airplanes will soon be doing the same for the development of Oregon's highway construction projects, according to Max Klotz.

Klotz heads up a three-member team in the System Development Section, based in Project Management. Other members of the team are Hugh Coonfield and Doug Tindall.

They are developing the Project Control and Scheduling System, to provide Highway Division management with information needed to control project development activities, and to accurately establish a contract letting schedule.

The system was originally purchased to aid development work for the Banfield Transitway, which called for careful coordination of several agencies, but it was decided to apply it to other projects as well.

Klotz said the system uses the "critical path method." It takes all

the ingredients necessary to perform a job and, given the duration of each activity and the resources required, it calculates a schedule for doing the work.

The system identifies the important steps to get done and gives the dates when each phase should be completed.

Project activities scheduled

One of the objectives of the system, he said, is to provide schedules for project activities according to administration priorities, and available manpower and dollar resources.

No new projects have been fed into the system at this time, Klotz said, as he and his crew are learning how to use it based on completed projects, but there are 600 projects available to go into it.

Soon Klotz will be on the road working with region and resident engineers in the development of the system. He sees it as a big time-saver, and as a means of efficiently assigning available manpower.



Jerry Robertson is VIA's roving photographer. VIA's editors frame the question of the month, and answers are edited only for length.

CANDID COMMENTS

Faced with declining revenues, do you think it would be better to close some of lesser-used state parks, or should the level of service be lowered for all parks throughout the system?



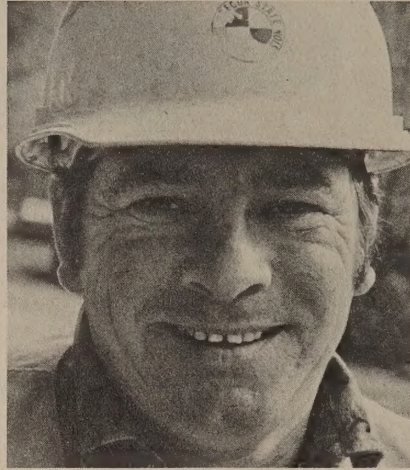
EARL PURDY, HWY
Resident Location Engineer,
Sylvan

I think we should lower the services to the parks that aren't used as much as others. I hate to see any particular park closed; I would rather see them remain open but lower the service in a few parks.



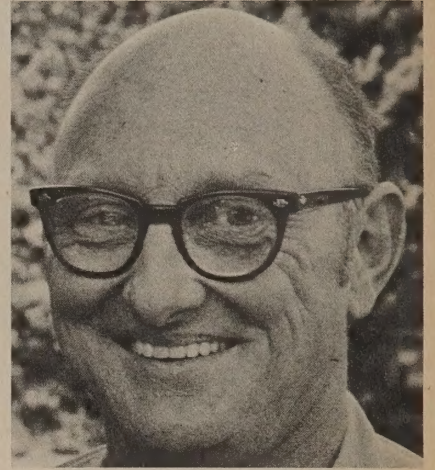
PHYLLIS FOCHT, DMV
Management Analyst, Salem

I feel it would be better to close some of the lesser-used state parks. I have been impressed by the way our state parks are kept up and I would hate to see that level of effort decreased. I don't like to see any parks closed, but you did say it would be the lesser-used ones, so I guess that would be all right.



CHUCK HALL, HWY
HMW 2, Corvallis

I think closing lesser-used parks in the more remote areas would be okay because you have to keep up the parks that remain open.



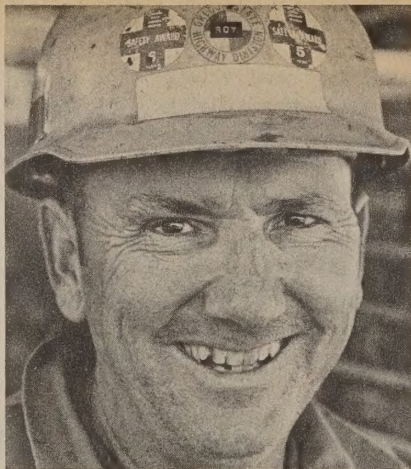
ROGER HOLSTEIN, PARKS
Parks Manager D, Newport

If matters come to their worst, I think it would be better to close some of the lesser-used parks than cut down the service. Because if we could close a few that aren't being used too much, then we could pay more attention to the ones that are open and keep them in good shape.



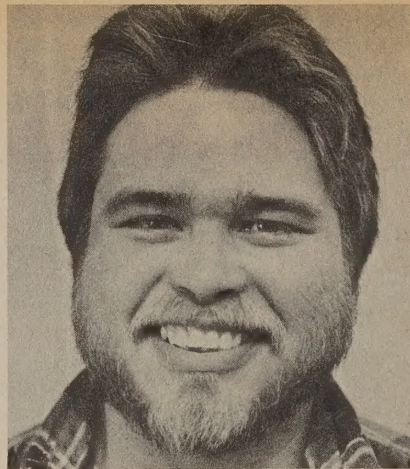
LORIS WATSON, HWY
Stores Clerk, Bend

It seems a shame to close the parks. I enjoy going to the less populated areas for privacy, and a lower level of park service would be a preferable alternative to closing any of them.



ROY FORD, HWY
HMW 2, Klamath Falls

If worst comes to worst, I would say reduce some of the services for all the parks, because if you close some of the parks then you're cutting out recreation for an awful lot of people.



MIKE ISRAEL, HWY
HMW 2, Baldock

I don't think they should be closing parks, because people need to use them and not have to drive 15 or 20 miles to use them for just an hour or two. I think they should spread the funds for the parks out over all of them and keep them open.

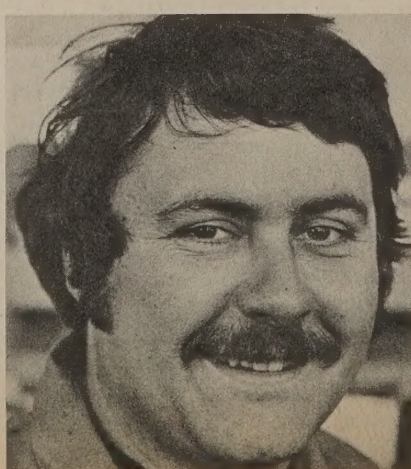


CARRIE CLARK, DMV
Motor Vehicle Rep. 2, Salem

I think I would rather see some of the parks that are not being used as much closed down than have all of the parks go to waste. Parks are meant to be used, but they also need to be kept up. I would really hate to see them lower the maintenance.

JOHN HECHT, HWY
Automotive Mech. 1, Bend

I don't think the level of service could be dropped any further because it seems pretty minimal now. I'd like to see the service stay where it is, but I don't think closing parks is a good idea. The lesser-used parks are probably out in the more primitive areas, and closing them would upset a lot of people. I think they could raise park fees even more to keep parks open and the level of service up.

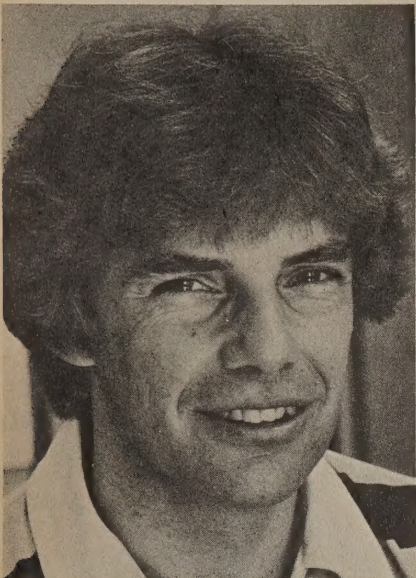


DEBBIE BROWN, HWY
Engineering Aide, Salem

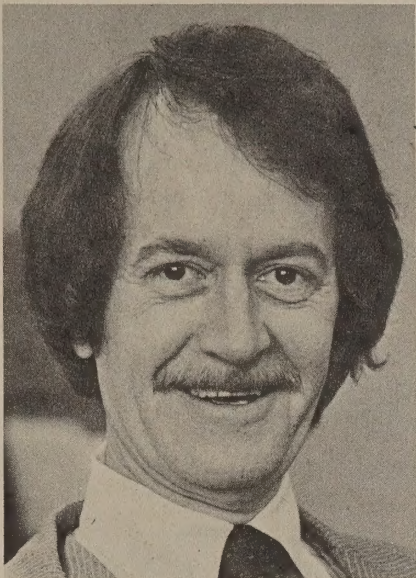
I hate to see any parks closed—I would rather have a little less service than close a lesser-used park because those are the kinds of parks I would prefer to use, so I would hate to see them closed down.

People Page

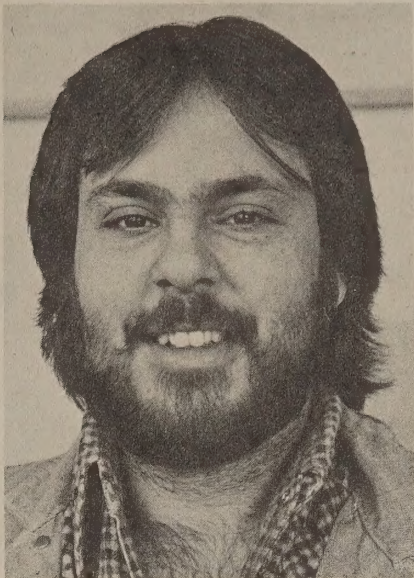
Moving up the ranks



Douglas Eakin



Jarold Miller



Ben Field

CONGRATULATIONS

The following ODOT employees received promotions recently:

Gary V. Barquist, Engineering Technician (ET) to Materials Testing Engineer 1, Salem.

Douglas J. Eakin, Mat. Test. Eng. 1

to Mat. Test. Eng. 2, Salem.

Benjamin R. Field, Automotive Service Worker, Bend, to Mechanical Trades Helper, Salem.

Roberta A. Harp, Clerical Assistant to Secretary, Salem.

Jarold A. Miller, Sr. Programmer to Programmer Analyst, Salem.

Loni Paulus, MVR 1 to MVR 2, Newport.

David W. Ringeisen, ET 1, Portland to ET 2, Salem.

George L. Ruby, Engineering Aide, Grants Pass, to ET 1, Eugene.

Douglas J. Tindall, Highway Engineer (HE) 1, to HE 2, Salem.

Remembering

James "Ed" Holland, 69, died Feb. 23 of cancer. Holland started his career with the Highway Division in 1951 as an engineering aide. He retired in 1976 as a resident engineer in Portland.

George Stankey, 59, manager at Umpqua Lighthouse State Park, died Feb. 26 from a recent heart attack. He started work with the Highway Division in 1962 as a Highway Maintenance Worker 1 in Port Orford.

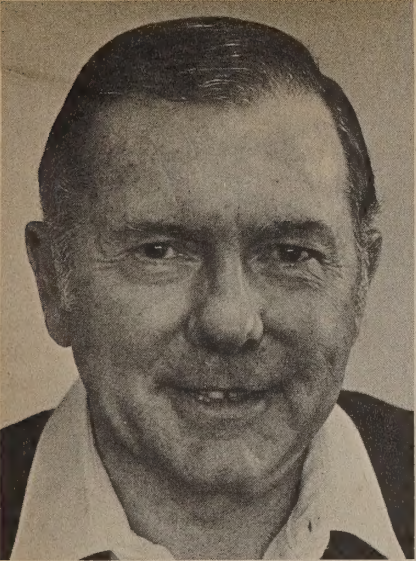
Robert F. Conrad, 41, an electrician in Eugene, died March 2 of lung cancer. He started working for the Highway Division in 1972 as a highway maintenance worker 1. He was promoted in 1974 to an electrician.

Vilo J. Zaske, 80, died March 6 at his home in Newport after a long illness. He worked for the Highway Division as a custodian until 1965.

Robert F. Gray, 71, died March 12 at his home in Lebanon of an apparent heart attack.

Gray started work with the Highway Division in 1957 as a Highway Maintenance Worker 3. He retired as a Heavy Equipment Mechanic in Salem in 1973.

Retirements



George Hopkins

The following ODOT employee retired recently:

George N. Hopkins, Supervising Highway Engineer E, Salem, 24-and-a-half years.

Crews earn SAIF awards

Four ODOT crews have earned SAIF awards recently. They are:

Crew 009-01, Salem Communications Crew; 200,000 man-hours; Charles H. Johnson, supervisor.

Crew 101-03, Salem Shop Crew; 150,000 man-hours; Lloyd Harmon, supervisor.

Crew 141-91, The Dalles Maintenance Crew; 100,000 man-hours; W. E. Whitacre, supervisor.

Crew 142-02, Sisters Maintenance Crew; 200,000 man-hours; Neal Callison, supervisor.

Give it a shot!

Come on, enter VIA's photo contest

Hear ye, hear ye!

All ye camera buffs and photo enthusiasts--now is your chance to enter VIA's National Transportation Week Photo Contest.

All ODOT employees, including retirees, but excluding the department's professional photographers, are encouraged to enter. There are four categories:

Transportation-related photos

- 1-color
- 2-black and white

and Employee-related photos

- 3-color
- 4-black and white

There is no entry fee and judging will be Friday, May 15. Awards will be given to the three winners in each category, and their names will be announced in the June issue of VIA.

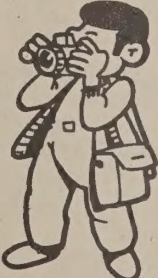
Judges will be looking for composition and the type of message conveyed by each picture. (Color and black and white photos will be judged separately).

To submit your photos, simply fill out the official entry form (please print or type) and tape it

securely to the back of the photograph. Send all entries, through interdepartmental mail if possible, to:

VIA Photo Contest
Public Affairs Office
Room 103
Transportation Building
Salem 97310

All photos will be returned after the judging. For further information, call VIA at 378-6546.



OFFICIAL ENTRY FORM

VIA's National Transportation Week Photo Contest
Deadline May 10

Name _____

Home Address _____

Division or District _____

Business Phone _____

Category (check one):

Transportation-related	Employee-related
<input type="checkbox"/> Color	<input type="checkbox"/> Color
<input type="checkbox"/> Black and White	<input type="checkbox"/> Black and White

On the job with Pete Bond

By Anna Browne Muzzall

Pete Bond stands on a grassy bluff known as Jump-Off Joe overlooking the Oregon coastline. Below him along the shore are the beginnings of a housing development, and Bond is there to keep a close watch on the construction.

Bond, a sandy-haired 38-year-old, is the Parks Division's Ocean Shores Coordinator. What he coordinates is basically a protection program for the entire Oregon coast.

To do this, he pretty much sets his own schedule.

"He's got it rough," says Bond's boss, Assistant Parks Administrator Larry Jacobson. "He goes out to the coast when it's nice, and stays in the office when it rains."

Bond's office hours may be relaxed, but not his attitude—he takes his work very seriously. One of his main tasks is to review and evaluate beach construction permits.

The Parks Division, can stop or alter ocean construction if it extends beyond the beach zone line.

Beach boundary

The zone line was drawn by the 1969 state legislature to mark the landward boundary of the beach. Any type of construction crossing this line, such as stairs or seawalls, is subject to approval by Parks.

Bond receives a varying number of applications each year requesting permission to build across the line.

"I get a lot of applications after a bad winter," he says. "Winter storms cause erosion, and people want to put in revetment or seawalls to protect their property."

Bond works with many of the applicants to examine their options.

"People usually underestimate the power of the ocean and the cost of what they're planning," he says. "A lot of people don't need the things they request—they just want it for precaution, not because there's any real need."

A permit will usually be granted if construction is to protect a private residence or commercial building.

Currently, Bond is reviewing requests by two construction companies for permits to build along the shore in the Newport and De-

poe Bay areas. Some local residents, who oppose the subdivision and condominium developments there, have asked Parks to step in and stop it.

Most of the problems come from such development on the coast. Bond says people are frequently unaware of state regulations, including the zone line, but once informed are very vigilant about protecting them.

"People don't want it to turn into another California," he says. "They oppose new development on the coast, and call on any federal, state or local agency to see if it can be stopped."



Pete Bond, Ocean Shores Coordinator, takes pictures of a subdivision development starting on the coast just north of Newport.

Another aspect of Bond's job is the beach safety program.

"This is really becoming a big thing," he says. "There are almost as many people going to the coast during the winter as the summer. People are fascinated by the coast, but they don't realize the dangers

guarding the coast for the people of Oregon. "I enjoy protecting the public access to the beaches," he says, "and I like educating people about beach laws."

He says his job is basically a "one-man show." He's not really "in charge" of anybody, but works

"I enjoy protecting the coast and the public access to the beaches."

of the rocks and tides."

To warn people of the natural hazards of the ocean shore, more warning signs will be posted near dangerous areas.

"The signs will help some," Bond says, "but people don't go to the beach to read signs."

Bond finds satisfaction in safe-

guarding the coast for the people of Oregon. "I enjoy protecting the public access to the beaches," he says, "and I like educating people about beach laws."

Bond knows the routine of working in parks along the coast—he started at Cape Lookout in 1974 as a management assistant.

Originally, he was interested in going into forestry. Born and raised

in Massachusetts, Bond attended a prep-school in Maine, then flunked out of the University of Massachusetts in his first year.

He decided to join the Navy "to settle down," and spent four years (1963-1967) as a sonarman in the Caribbean and Mediterranean.

Bond continued his education at a community college in California, where he decided there was too much math in forestry and transferred to the University of California.

He graduated in 1973 with a degree in Environmental Resources.

He wanted to work in state parks, and applied all over the West and Northwest before being accepted at Cape Lookout a year later.

He was soon transferred to the Salem office as a park planner, and until 1979 evaluated beach permits and made recommendations.

Until two years ago, the Highway Division managed Oregon's beaches, with the Parks Division investigating situations and making recommendations to the State Highway Engineer.

When this authority was transferred to Parks, Bond was officially put in charge of the ocean shore program.

Avid outdoorsman

His feeling for the job comes naturally from his long interest in the outdoors. He is an avid white water canoer, backpacker, wilderness skier, winter camper, and often a mountaineer.

"That's one thing I like about my job," he laughs, "I can go down to the beach during the week, and go to the mountains on the weekend."

During his six years in Oregon, Bond has climbed Mount Hood, Jefferson, Rainier, Adams, and St. Helens.

He and his wife, Mary Pat, often ski together, and sometimes bring along their two children, Kelly, 5, and Steve, 2.

Bond says he would like to continue working in recreation and resource management.

"I like what I'm doing right now very, very much," he says. "It's really an interesting job. I don't have my sights set on anything else."

He would also like to remain in the Northwest.

"I like what Oregon stands for, with its bottle bill and beach safety laws," he says. "I like to live in a state that cares about the environment."

Retirees let us know what's happening

BRUCE CRANDALL, 520 Superior S., Salem, OR 97302. Ret. Highway Traffic Engineer, 1971.

Bruce re-visited his old bailiwick last month just to keep in touch and swap "war stories."

Although his old office space in the Transportation Building has been changed, several of his co-workers in Traffic are still around, including successor Bud George, and Dwayne Hofstetter.

Dwayne says Bruce is "busy as ever, with several irons in the fire." (So busy, in fact, that he never answered our phone calls.)

He still manages to spend parts of each winter visiting his kids in California.

Now, says Dwayne, he's rebuilding his garage and remodeling his home—playing both engineer and contractor. He was extra tough with his concrete sub-contractor,

we are told.

A visit with Bruce would not be complete without a story or two. This time was no exception, Dwayne says. "He left us with some good ones."

LEROY BOLDT, 558 Klaskanine, Astoria, 97103. Retired 1973.

Leroy says he and his wife have been "keeping the home fires burning" lately, but have taken a

few trips since he retired as a highway maintenance foreman in Astoria.

One trip, which they took with another couple, included the Carlsbad Caverns National Park in New Mexico, the Grand Canyon and Las Vegas.

He says last April they went to Reno, Nevada, on one of their frequent short trips, but are "staying home right now."